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culture. In manufactures, the trend toward consolidation and combination is emphasized, particularly in the Illinois iron and steel industry. Two chapters are devoted to trade and transportation, including water and good roads. The growth of labor organization and of legislation to meet labor problems includes the Workmen's Compensation Act of 1911, and the new law of 1913 as amended in 1917. There are excellent chapters also on the panic of 1893 and the banks, and on state finances and taxation. Reform measures such as the tax amendment of 1915 are suggested.

There are numerous statistical tables relating to Illinois, and a good index, also an excellent bibliography classified under four heads: Newspapers and Magazines; Federal Documents and Reports; State Documents and Reports of Cities and Commissions; and Monographs, Transactions, and Other Works.

A special chapter by Professor Arthur C. Cole on Illinois and the Great War fitly closes the volume.

CHARLES T. WYCKOFF.

A History of Minnesota. By WILLIAM WATTS FOLWELL. In four volumes. Volume I. (Saint Paul: Minnesota Historical Society. 1921. Pp. xix, 533. \$5.00.)

THIS volume is an excellent illustration of the newer type of real state and local history which is fortunately taking the place of the so-called histories of states and localities that have been written by ancient pioneers or shelved politicians without training either in history or in literature. Not one of its illustrations is a portrait. It may be classed definitely in the small but growing group of state histories in which the recent *Centennial History of Illinois* occupies a distinguished place, and not at all in the group with the recent three-volume *History of Arizona* by T. E. Farish. It is the work of a man who is by training, inclination, and devotion a scholar in political science and history, who has been an active and determinative factor in Minnesota life for more than a half-century, knowing all the state's governors but two, and who combines fine discrimination in the use of historical materials, accuracy, and vividness in their interpretation, and rare clarity and vivacity of literary style.

The four volumes, of which this is the first, will be far more than an expansion of the author's volume on Minnesota in the *American Commonwealths* series, out of which, in a fashion, they have grown; "an agreeable recreation" becomes a high and successful adventure in historical authorship. The present volume covers in its sixteen chapters the history of what is now Minnesota and the immediately adjacent eastern areas, from the beginning of French exploration of the interior of the continent to the eve of statehood (1857). It is an admirably proportioned and critical account of the far-flung efforts of the French

—explorers, missionaries, and traders; of the rivalries of the French and English in the Upper Mississippi basin; and of the period of British domination in the Old Northwest, from which they withdrew so reluctantly and tardily. The later enterprises of American explorers like Pike, Long, and Schoolcraft (ch. V.), of traders like Taliaferro and Sibley, and of missionaries like the Pond brothers, and the incidents of Indian warfare, are set forth with skill. In a few pages (85-87, 170-173) is an unexcelled brief account of the influence of the white man upon the Indian, while two chapters (X., XI.) give an admirable perspective of the acquirement of the "Suland" and the extinction of Indian titles by treaties—and otherwise—in which the greed and chicanery of the eager, intolerant, aggressive frontiersman, half settler and half speculator, outwitted and cheated the Indians at every turn, in spite of the generally benevolent intentions of the far-away federal government. "It was not to be expected that a tribe of savages numbering not more than ten thousand souls would hold indefinitely fifty thousand square miles of land against the pressure of advancing civilization and the lumber interest" (p. 305), not to mention the suspected copper deposits nor the unsuspected wealth of iron ore, and the lively, unprejudiced story of the negotiation of the treaties with the Sioux and the Chippewa in 1851-1854 brings out the unlovely features of a many-times told tale in Western history.

In the latter half of this volume the author's intimate and personal knowledge of such "builders of the Commonwealth" as Alexander Ramsay, the Rev. S. R. Riggs, and Henry Hastings Sibley, who was for fifty-seven years after his arrival in Minnesota in 1834 "easily the most prominent figure in Minnesota history" (p. 162), gives warmth and color to his descriptions of events and persons. Especially valuable are the chapters on Territorial Railroad Miscarriage (XII.) and on Peopling the Territory (XIII.), in which he writes with fine penetration and sympathy a condensed narrative of the energetic, and sometimes scandalous, political and economic orderings of the beginnings of a new white commonwealth in a fertile, well-watered, well-timbered Indian hunting ground, and of the uncertain sowing and the quick reaping on the sedimentary deposits of all sorts of men and women which the swift stream of migration left in the Middle Northwest. These processes were in full operation during the author's presidency of the University of Minnesota from 1869 to 1884, and continued in some part of the state, especially in the north, almost to the present day. Students of the history of the advancing frontier, of the rapid transit of American civilization from the region of the Great Lakes to the Pacific, will be grateful for these sixty pages of vivid description of a wilderness in transformation, done by the hand of a ripe scholar who was within speaking distance of the stirring events of which he writes.

The main narrative is buttressed by thirteen appendixes and six

excellent maps, and is enlivened by eleven full-page illustrations which are given, significantly, to such subjects as the steamboats at the St. Paul levee about 1858, a fur-trade inventory of 1836, and Minneapolis in 1857. Mention should certainly be made in this connection of the part played by the Minnesota Historical Society in the preparation of this work, through its treasures of books, maps, and manuscripts, and in the generous support of the publication of this volume in the highly satisfactory form which it takes.

KENDRIC C. BABCOCK.

MINOR NOTICES

Esquisse d'une Histoire de la Technique. Par A. Vierendeel, Professeur à l'Université de Louvain. In two volumes. [Collection Lovanium IV.] (Brussels and Paris, Vromant et Co., 1921, pp. 188; 190, 12 fr.) The first chapter opens with a definition of "La Technique" or technology, by virtue of which technology is to-day the dominating force of the world. The author divides the history of technology into five periods, as follows: the prehistoric period, ending with Menes, king of Egypt, 4000 B.C.; antiquity, from Menes to the fall of Alexandria, in A.D. 641; the Middle Ages, from the fall of Alexandria to the fall of Constantinople, in 1453; the Renaissance, from 1453 to 1800; modern times, since 1800. It is pointed out that in the prehistoric period, man created the flint industry, discovered the use of fire, invented the principal modern industries and the tools essential to the same. During antiquity, the sciences and arts of technology developed to a notable degree, thereby leading to a material civilization differing relatively from our own. During the Middle Ages, except for the invention of gunpowder, technology remained nearly stationary; whereas during the Renaissance and modern times technology has made rapid strides.

In successive chapters are traced the historical influences exercised upon technology by mathematics, mechanics, thermodynamics, electricity, steam, the locomotive, turbines, internal-combustion engines, aviation, illumination, and large-scale construction.

The author, who is a distinguished engineer and authority upon many technical subjects, develops his subject historically in a very interesting way. Although written from the standpoint of an engineer, and with special reference to the service of technical readers, the book is also addressed to the general reader. The chapters on mathematics and mechanics are of special interest and thoroughness.

Kolonialgeschichte. Von Dietrich Schäfer. In two volumes. (Berlin and Leipzig, Walter de Gruyter und Co., 1921, pp. 111, 148, \$.72.) Dr. Schäfer's brief sketch of colonization is a survey of the whole field almost solely from the political viewpoint. It is attractively written, and evidently intended for the general reader rather than as an attempt to add new knowledge.